


CONVAIR

COMMERCIAL CHANGE PROPOSAL

SPEC NO. 20 31-013 DATE _____
 CUSTOMER Swissair Transport Co., Ltd. VAL 70,004 DTD _____
 CHANGE NO. 62 MODEL 31-13

TITLE <u>Specification Administrative Change (Revision to Electronic and Electrical Component Cooling)</u>		
ORIGIN <u>Convair initiated.</u>		
REASON FOR CHANGE <u>Product improvement.</u>		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GROSS WT. EMPTY <u>Negl.</u>	NET WT. EMPTY <u>Negl.</u>	 <u>Negl.</u> INCH LB.
EFFECT ON GUARANTEED PERFORMANCE * <u>None</u>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REPORTED IN A FUTURE CHANGE PROPOSAL. ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 (ENGINEER'S APPROVAL)
LATEST DATE OF ACCEPTANCE _____		AIRPLANES AFFECTED _____
SPECIAL PROVISIONS _____		EFFECT ON PRICE PER AIRPLANE RECURRING _____ NON-RECURRING _____ TOTAL _____

RECEIVED BY _____ DATE _____
 CONVAIL & DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Revision to Electronic and Electrical Component Cooling)

Origin: Convair initiated.

Reason for Change: Product improvement.

Description of Change:

Page 103a, AIR CONDITIONING PRESSURIZATION SYSTEM:

Above illustration will be revised to show the effects of this proposal.

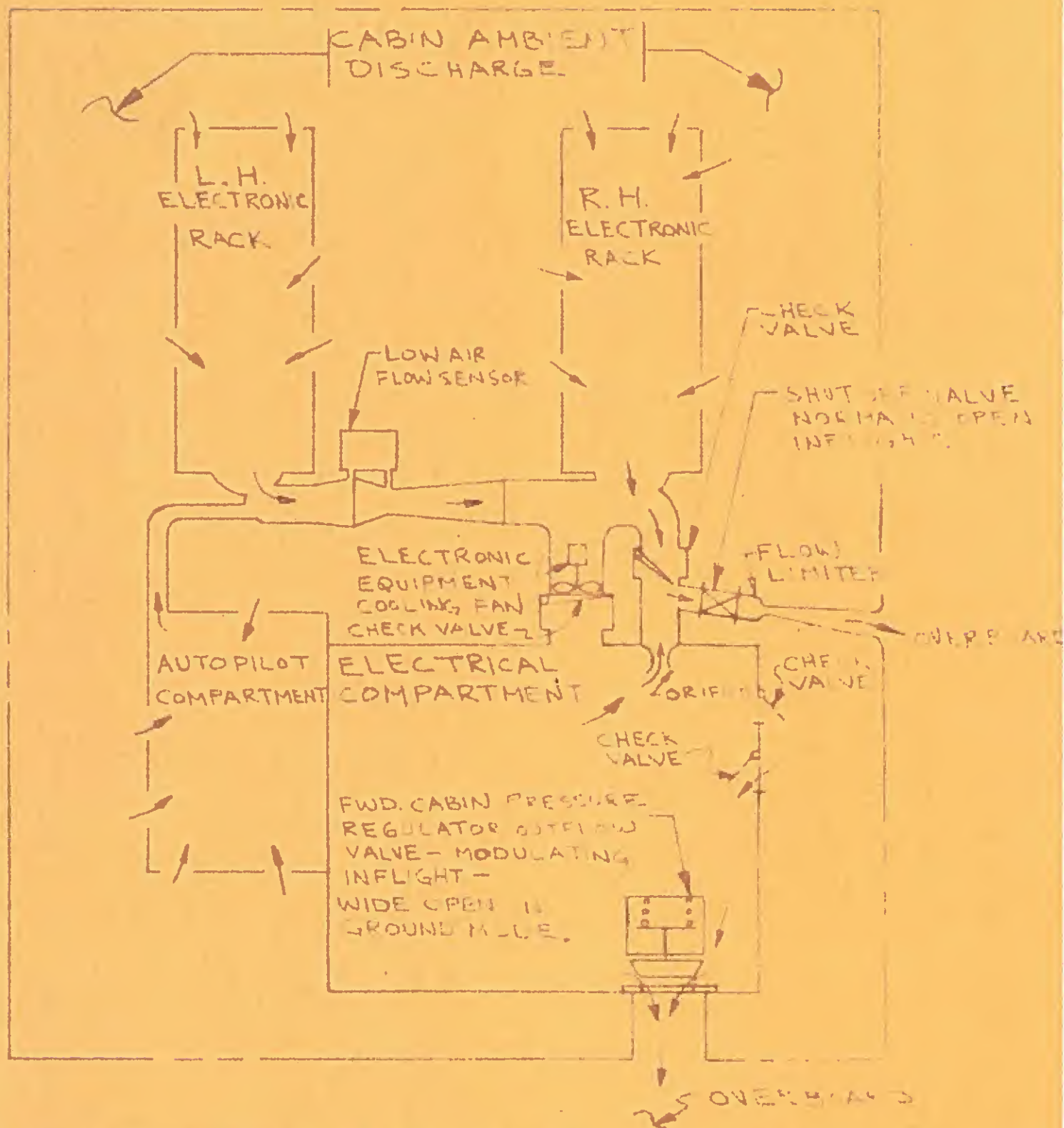
Enclosure: (A) One copy of Convair Sketch - AIRFLOW PATTERN SHOWN FOR NORMAL INFLIGHT MODE (For information only)

Effect on Weight Empty: Negl.
Effect on Balance: Negl.
Effect on Performance: None

The following shall not appear in the Specification language:

The system is being redesigned to provide an overboard discharge duct, shut-off valve and Venturi from the electrical and electronic compartments. The overboard discharge duct will provide cooling during flight except at low altitudes when the cabin pressure differential is low. On the ground and during the low altitude conditions the present electronic cooling blower will be used. A shut-off valve will be provided in the discharge line which will be open at all times. This valve can be closed by a switch on the flight engineer's panel at the option of the crew when and if required in the event of loss of normal air flow to the cabin. The cabin pressure system will be revised to eliminate the differentiator bias. Its operation will be completely independent of the electronic cooling system. Enclosure (A) defines the new arrangement.

MODEL 31 ELECTRONIC COOLING SCHEMATIC



AIRFLOW PATTERN SHOWN FOR NORMAL INFLIGHT MODE.

CONVAIR

COMMERCIAL CHANGE PROPOSAL

PROJ. NO. 2D-31-013

DATE

CUSTOMER Swissair Transport Co., Ltd.

MCL 70,125

Revised

DTD 13 May 1959

CHANGE NO. 60

MODEL 31-13

DESCRIPTION: Installation of Customer Furnished Lounge Seats and Weather Shield in Lieu of Convair Furnished Seats

REASON FOR CHANGE: Convair and Swissair Meetings during 4-8 May 1959

Customer request.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

26.0 lb

26.0 lb

19,490

NCH LB.

EFFECT ON GUARANTEED PERFORMANCE *

None

* THE ABOVE CHANGES WILL BE ACCUMULATED AND TOTAL REFLECTED IN A FUTURE CHANGE PROPOSAL

* ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. D. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

EFFECT ON WEIGHT:

EFFECT ON GROSS WEIGHT AIRPLANE

RECURRING

NON-RECURRING

TOTAL

APPROVED:

FORWARDED BY DIVISION OF GENERAL DYNAMICS CORP.

Title: Installation of Customer Furnished Lounge Seats and Weather Shield in Lieu of Convair Furnished Seats

Origin: Convair and Swissair Meetings during 4-8 May 1959

Reason for Change: Customer request.

Description of Change:

Page 87, Paragraph 3.19.1.1.5 PASSENGER SEATS:

Change the fourth and fifth sentences to read as follows:

"Tracks shall be installed in the passenger compartment area up to the forward lavatories to permit the installation of passenger seats. The tracks shall allow seat fore and aft movement in approximately one-inch increments. Floor mounted tracks only shall be installed in the lounge area for the installation of the lounge seats."

Page 93, Add the following new paragraph:

"3.19.3.1.3 WEATHER SHIELD: Provisions shall be made at the forward entrance door area for the installation of a Customer furnished weather shield. Provisions shall consist of a fitting in the overhead for attaching the upper inboard edge of the shield. The lower section of the shield shall attach to the forward lounge seat."

Page A-1, APPENDIX I-A, CUSTOMER VENDED - CONVAIR INSTALLED:

Add the following items:

FURNISHINGS

"1 Triple Seat (Lounge) (including fittings)	75.0
1 Weather Shield	25.0"

Page A-15, APPENDIX I-C, CONVAIR FURNISHED - CONVAIR INSTALLED:

Delete the following item under "FURNISHINGS":

"1 Triple Seat (Lounge)"

Page 3b, STANDARD INTERIOR ARRANGEMENT:

Change the above illustration to show effect of this change.

Effect on Weight Empty:	426.0 pounds
Effect on Balance:	49,490 inch-pounds
Effect on Performance:	None

CONVAIR

DIVISION OF GENERAL DYNAMICS CORPORATION
SAN FRANCISCO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD-31-013 DATE _____
 CUSTOMER Swissair Transport Co., Ltd. MEL 70,144 DID 37 May 1959
 CHANGE NO. 59 MODEL 31-13

TITLE Customer Vended Equipment in Lieu of Convair Furnished Equipment

ORIGIN: Convair and Swissair Representatives Meetings during 4-12 May 1959

REASON FOR CHANGE Customer request.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

49.0 lb

410,199

INCHES

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES

J. H. Sharp

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE

RECURRING:

NON RECURRING:

TOTAL:

ACCEPTED:

CONVAIR, DIVISION OF GENERAL DYNAMICS CORP.

BY:

DATE:

Title: Customer Vended Equipment in Lieu of Convair Furnished Equipment

Origin: Convair and Swissair Representatives Meetings during 4-12 May 1959

Reason for Change: Customer request.

Description of Change:

Page 97, Paragraph 3.19.4.3.1 CO₂ EXTINGUISHER:

Change the paragraph to read as follows:

"Two CO₂ extinguishers shall be installed in the following locations: One in the pilot compartment and one in the aft cabin coat compartment."

Page 97, Paragraph 3.19.4.3.2 WATER FIRE EXTINGUISHERS:

Change the paragraph to read as follows:

"Two hand operated water type fire extinguishers shall be installed in the following locations: One in the pilot compartment and one in the aft cabin coat compartment. Water fire extinguishers shall be winterized in accordance with SAE AS 245."

Page A-1, APPENDIX I-A

Add the following new equipment title at center of page:

"CUSTOMER VENDED - CONVAIR INSTALLED"

Add the following new items:

"ELECTRONICS"

3 Handset	P/N to be supplied	4.5
4 Microphone	P/N to be supplied	2.0"

"OXYGEN EQUIPMENT"

4 Supplemental Oxygen Masks	P/N to be supplied	7.6"
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"FINE EXTINGUISHING EQUIPMENT"

2	*Bottle, Portable CO ₂	Walter Kidde	891083	31.0
2	*Bottle, Portable Water	Walter Kidde	890275	13.0"

Add the following to the bottom of the page:

"*Useful Load Item"

Page A-10, APPENDIX I-C ELECTRONIC EQUIPMENT:

Delete the following items:

Under: INTERPHONE SYSTEM (SERVICE AND FLIGHT)

"3	Handset	Remler	A-255
4	Microphone	Telephonics	RS-38E"

Page A-16, APPENDIX I-C, OXYGEN EQUIPMENT:

Delete the following items:

"4	Supplemental Oxygen Masks	Scott	Type A-14"
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Page A-17, APPENDIX I-C, FINE EXTINGUISHING EQUIPMENT:

Delete the following items:

"1	*Bottle, Portable CO ₂			
	(5-lb) Type 5TB-1	Walter Kidde	870906	15.5
3	*Bottle, Portable Water	Walter Kidde	890275	19.5"

Delete the following at bottom of page:

"*Useful Load Item"

Effect on Operating Weight Empty:	✓9.0 pounds
Effect on Weight Empty:	0
Effect on Balance:	✓10,199 inch-pounds
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____

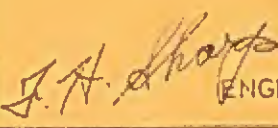
CUSTOMER: Swissair Transport Co., Ltd. MCL 70,130 DTD 12 May 1959

CHANGE NO: 58 MODEL: 31-13

TITLE: Passenger Seat Cushion, Revision to

ORIGIN: Convair and Swissair Representatives meetings during 4-8 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	Negl. INCH LB.
Negl.	Negl.	
EFFECT ON GUARANTEED PERFORMANCE: *		
None		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 58

Title: Passenger Seat Cushion, Revision to

Origin: Convair and Swissair Representatives meetings during 4-8 May
1959

Reason for Change: Customer request.

Description of Change:

The following proposal has no effect on the specification language:

"The passenger seats shall be of the TWA type with a modified back cushion which shall include a down-filled headrest as decided upon during the passenger seat mock-up review."

Effect on Weight Empty: Negligible
Effect on Balance: Negligible
Effect on Performance: None

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,131 DTD 12 May 1959

CHANGE NO: 57 MODEL: 31-13

TITLE: Passenger Seat Outside Arm Rest, Increase Length		
ORIGIN: Convair and Swissair Representatives meetings during 4-8 May 1959		
REASON FOR CHANGE: Customer request.		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 12.0 lb	OPER. WT. EMPTY 12.0 lb	 7,752 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 57

Title: Passenger Seat Outside Arm Rest, Increase Length

Origin: Convair and Swissair Representatives meetings during 4-8 May
1959

Reason for Change: Customer request.

Description of Change:

This proposal has no effect on the specification language except for weight empty as specified below.

"The outside arm rests of the first class passenger seats shall be replaced with a longer arm rest as decided upon during the passenger seat mock-up review."

Effect on Weight Empty: ~~12.0~~ pounds
Effect on Balance: ~~7,752~~ inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,111 DTD 11 May 1959

CHANGE NO: 56 MODEL: 31-13

TITLE: Console Lighting Control, Revision to

ORIGIN: Convair and Swissair Representatives meetings during 4-8 May 1959

REASON FOR CHANGE: Customer request.


EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
Negl.	Negl.	Negl. INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 56

Title: Console Lighting Control, Revision to

Origin: Convair and Swissair Representatives meetings during 4-8 May 1959

Reason for Change: Customer request.

Description of Change:

Page 64, Paragraph 3.16.8.2.6 CONSOLE LIGHTING:

Change the last sentence to read as follows:

"Red floodlighting, controlled by separate powerstats, shall be provided for each console."

Effect on Weight Empty:	Negligible
Effect on Balance:	Negligible
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,133 DTD 12 May 1959

CHANGE NO: 55 MODEL: 31-13

TITLE: RMI Servo Amplifier, Revision to

ORIGIN: Convair and Swissair Representatives meetings during 4-8 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
-3.0 lb	-3.0 lb	-1,165 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. A. Sharp
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd
Change No. 55

Title: RMI Servo Amplifier, Revision to

Origin: Convair and Swissair Representatives meetings during 4-8 May 1959

Reason for Change: Customer request.

Description of Change:

The following proposal has no effect on the specification language:

"A Collins 341C-1 RMI Servo Amplifier shall be installed in lieu of a Collins 333B3 Amplifier in the Collins Receiver 51R-4 unit specified in page A-9, Appendix I-C, Electronics Equipment."

Effect on Weight Empty: -3.0 pounds
Effect on Balance: -1,165 inch-pounds
Effect on Performance: None

File

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,134 DTD 12 May 1959

CHANGE NO: 54

MODEL: 31-13

TITLE: Spare Engine Carrying Pod, Provisions For

ORIGIN: Convair and Swissair Representatives meetings during 4-8 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	Negl. INCH LB.
Negl.	Negl.	

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

J. A. Sharp
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 54

Title: Spare Engine Carrying Pod, Provisions For

Origin: Convair and Swissair Representatives meetings during 4-8 May 1959

Reason for Change: Customer request.

Description of Change:

Page 13, Paragraph 3.5.2.1.1 EXTERNAL ENGINE CARRYING POD:

The following does not affect the specification language and is submitted for clarification of the above paragraph only.

"The space and structural provisions specified in the above mentioned paragraph shall include pylon support fittings drilled and plugged."

Effect on Weight Empty:	Negligible
Effect on Balance:	Negligible
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-31-013 DATE: _____
CUSTOMER: Swissair Transport Co., Ltd. MCL 70,139 DTD 18 May 1959
CHANGE NO: 53 MODEL 31-13

ACCEPTED _____
BY _____
DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Drip Sticks, Installation of

Origin: Convair and Swissair Representatives meetings during 15 May 1959.

Reason for Change: Customer request.

Description of Change:

Page 40, Paragraph 3.12.9.9.3 DIP STICKS:

Change the above paragraph title and paragraph to read as follows:

"DIP STICKS: Drip sticks shall be installed and shall be calibrated in pounds of fuel."

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Under Engine Instruments - Fuel System

Add the following items:

<u>Quan</u> <u>Reqd.</u>	<u>Description</u>	<u>Manufacturer</u>	<u>Part or</u> <u>Spec. No.</u>
2	Drip Stick	Accessory Prod.	728100-1
2	Drip Stick	Accessory Prod.	728100-3
2	Drip Stick	Accessory Prod.	728100-5
2	Drip Stick	Accessory Prod.	728100-7
2	Drip Stick	Accessory Prod.	728100-9
2	Drip Stick	Accessory Prod.	728100-11
2	Drip Stick	Accessory Prod.	728100-13
2	Drip Stick	Accessory Prod.	728100-15
1	Drip Stick	Accessory Prod.	728100-81

Effect on Weight Empty: 437.0 pounds
Effect on Balance: 432,800 inch-pounds
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-31-013 DATE: _____
CUSTOMER Swissair Transport Co., Ltd. MCL 70,142 DTD 27 May 1959
CHANGE NO. 52 MODEL: 31-13

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
Neg.	Neg.	Neg. INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: •

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE:

RECURRING:

NON-RECURRING:

TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.,

DATE: _____

Title: Installation of a Two-Inch Fuel Totalizer Instrument in Lieu of a Three-Inch.

Origin: Convair and Swisair Representatives meetings during 4-12 May 1959.

Reason for Change: Customer request.

Description of Change:

Page A-5, INSTRUMENTS AND RELATED EQUIPMENT:

Under Engine Instruments - Fuel System:

The following proposal does not effect the specification language at this time.

"A two-inch fuel totalizer instrument shall be installed in lieu of a three-inch instrument and a part number shall be added to the above appendix page when available from the vendor."


Effect on Weight Empty:	Negligible
Effect on Balance:	Negligible
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 70,141 DTD 27 May 1959
 CHANGE NO: 51 MODEL: 31-13

TITLE: Cabin Call System, and Cabin Lighting System; Revision to	
ORIGIN: Swissair requested during Swissair/Convair Meeting of 4 May through 8 May 1959.	
REASON FOR CHANGE: Customer request.	
EFFECT ON WEIGHT *	EFFECT ON BALANCE *
GUAR. WT. EMPTY OPER. WT. EMPTY See weight and balance for Proposals A, B and C on attached pages.	INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *	
None	
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:	 ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 51

Page 1 of 3

Title: Cabin Call System, and Cabin Lighting System; Revision to

Origin: Swissair requested during Swissair/Convair Meeting of 4 May through 8 May 1959.

Reason for Change: Customer request.

Description of Change:

PROPOSAL "A"

(Control of cabin lighting by area.)

Page 65, Paragraph 3.16.8.3.3 LIGHTING CONTROLS:

Revise the last sentence to read as follows:

"The general lighting in the passenger compartment shall be controlled as follows: the area forward of the class divider coat closet from the forward cabin attendant panel, and the area aft of coat closet from the aft cabin attendant panel with light intensity, for entire passenger compartment, controlled from either cabin attendants' panel from dim to full brilliance."

Effect on Weight Empty: 2.0 pounds
Effect on Balance: 1,700 inch-pounds
Effect on Performance: None

PROPOSAL "B"

(Call system by cabin area.)

Page 70, Paragraph 3.16.11.4 CALL SYSTEM:

Add the following sentence after the second sentence:

"The call system unit at forward cabin attendant station shall serve the passenger compartment area forward of the class divider coat closet, and the call system unit at aft cabin attendant station shall serve the passenger area aft of the coat closet."

Effect on Weight Empty: ~~1.0~~ pound
Effect on Balance: ~~850~~ inch-pounds
Effect on Performance: None

PROPOSAL "C"

(Deletion of two of three indicator lights on cabin attendant panels.)

This proposal is the same as Proposal "B" except that two of three indicator lights on each cabin attendant panel are deleted. The deletion of these indicator lights has no effect on Specification language.

Effect on Weight Empty: 1.0 pound
Effect on Balance: 850 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,109 DTD _____

CHANGE NO.: 50

MODEL: 31-13

TITLE: Marker Beacon System, Revision to

ORIGIN: Swissair requested during Swissair/Convair meeting of 4 May through 8 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
Neg.	Neg.	Neg. INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., L
Change No. 50

Title: Marker Beacon System, Revision to

Origin: Swissair requested during Swissair/Convair meeting of 4 May
through 8 May 1959

Reason for Change: Customer request.

Description of Change:

Page 45a, PILOT'S AND COPILOT'S INSTRUMENT PANEL:

Revise above illustration by showing a "HI-OFF-LO" marker beacon
switch in lieu of a "HI-LO" switch.

Effect on Weight Empty:	Negligible
Effect on Balance:	Negligible
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd

MCL 70,114 DTD 11 May 1959

CHANGE NO: 49

MODEL 31-13

TITLE: Yaw Damper Tester, Deletion of

ORIGIN: Convair, Swissair Meetings during 4-8 May 1959

REASON FOR CHANGE: Customer Request

EFFECT ON WEIGHT *

GUAR. WT. EMPTY

OPER. WT. EMPTY

-2.0 lbs

-2.0 lbs.

EFFECT ON BALANCE *

-408

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simon

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

FORM 100-1 (REV. 1-59)

Title: Yaw Damper Tester, Deletion of

Origin: Convair, Swissair Meetings during 4-8 May 1959

Reason for Change: Customer Request

Description of Change:

Page 45 Paragraph 3.14.1.1 PILOT'S INSTRUMENTS:

Delete the first item in the equipment list as follows:

"One Auto-Pilot Yaw Damper Tester"

Page A-7, APPENDIX I-C INSTRUMENTS AND RELATED EQUIPMENT:

Under Auto Pilot Type SD-30 (Cont)

Delete the following last item:

"1 Yaw Damper Tester"

Page 45a, PILOT'S AND COPILOT'S INSTRUMENT PANEL ILLUSTRATION:

"Revise" to show effect of above change".

Effect on Weight Empty: -2.0 lbs.
Effect on Balance: -408 in. lbs.
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,145 DTD 27 May 1959

CHANGE NO: 48

MODEL: 31-13

TITLE: Auto-Pilot Controller, Revision of

ORIGIN: Convair and Swissair Representatives meetings during 4-12 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

4.0 lb

4.0 lb

1,108 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.

B. J. Simmons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 48

Title: Auto-Pilot Controller, Revision of

Origin: Convair and Swissair Representatives meetings during 4-12 May 195

Reason for Change: Customer request.

Description of Change:

Page A-6, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Under Auto Pilot Type SP-30 change the following item:

From: "1 Automatic Pilot Controller Sperry 1776001-1"

To: "1 Automatic Pilot Controller Sperry P/N to be supplied"

Effect on Weight Empty: 4.0 pounds
Effect on Balance: 1,108 inch-pounds
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 31-013 DATE: _____
CUSTOMER: Swissair Transport Co. Ltd. MCL 70.137 DTD 18 May 1959
CHANGE NO: 47 MODEL: 31-13

ORIGIN: Swissair requested at Swissair/Convair meeting of 15 May 1959

EFFECT ON BALANCE *

Neg. INCH L.B.

None

PJ Simons
ENGINEERING APPROVAL

AIRPLANES AFFECTED:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co.,
Change No. 47

Title: Landing Gear Actuating Handle, Redesign on

Origin: Swissair requested at Swissair/Convair meeting of 15 May 1959.

Reason for Change: Customer request

Description of Change:

This proposal has no effect on Specification language, and consists of redesigning landing gear actuating handle by incorporating a curved shank to the handle to relocate knob end approximately one inch higher from present position.

Effect on Weight Empty:	Neg.
Effect on Balance:	Neg.
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD- 31-013 DATE: Revised
CUSTOMER: Swissair Transport Co., Ltd. MCL 70,120 DTD 14 May 1959
CHANGE NO: 46 MODEL: 31-13

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Oxygen System, Revision to

Origin: Swissair requested during Swissair/Convair meeting of
4 May through 8 May 1959

Reason for Change: Customer request

Description of Change:

Page 80, Paragraph 3.17.2.3.5 - SMOKE AND OXYGEN MASK AND MICROPHONE:

Revise the paragraph title and the first sentence to read as follows:

"OXYGEN MASK AND MICROPHONE: Pilot compartment oxygen masks shall contain microphones connected into the audio system by a selector switch and in parallel with the normal communications microphones at all times".

Page 98, Paragraph 3.19.5.5 - MASKS:

Revise the third sentence to read as follows:

"The flight crew supplemental oxygen masks shall be continuously plugged in and be available for immediate use".

Page 98a, GASEOUS OXYGEN SYSTEM:

Revise above illustration by deleting all crew full face smoke masks, and reference thereto under "KEY".

Page A-16, APPENDIX I-C, OXYGEN EQUIPMENT:

Delete the following item from the Description Lists:

"4 Smoke Masks

Scott"

Effect on Weight Empty: -8.0 lbs.
Effect on Balance: -2,198 in/lbs.
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 31-011 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd MCL 70,106 DTD 12 May 1959

CHANGE NO: 45 MODEL: 31-13

TITLE: **Horizontal Stabilizer Trim Switch, Installation of**

ORIGIN: **Convair, Swissair Representatives meetings during 4-12 May 1959**

REASON FOR CHANGE: **Customer Request**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY +20.0 lbs.	OPER. WT. EMPTY +20.0 lbs.	+4586 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:
----------------------------	---------------------

SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE:
	RECURRING: _____
	NON-RECURRING: _____
	TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 45

Title: Horizontal Stabilizer Trim Switch, Installation of

Origin: Convair Swissair Representatives Meetings during 4-12 May 1959

Reason for Change: Customer Request

Description of Change:

Page 28, Add the following new paragraph

"3.10.1.5.1 STABILIZER TRIM CONTROL: An electrically operated motor and clutch assembly shall be incorporated in the stabilizer trim system to provide control of stabilizer trim by means of switches installed on a knob located on the upper part of the outboard horn of the pilot's and copilot's control wheels".

Effect on Weight Empty: +20.0 lbs
Effect on Balance: +4586 in. lbs.
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70.116 DTD 11 May 1959

CHANGE NO: 44 MODEL: 31-13

TITLE: **Periscopic Sextant, Installation of Provisions for**

ORIGIN: **Swissair requested during Swissair/Convair meeting of
4 May through 8 May 1959**

REASON FOR CHANGE: **Customer request**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY		
+7.0 lbs.	+7.0 lbs.	+2,023	INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

**This CCP Cancels and Supersedes
CCP No. 13**

B. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

FORM 100-100-100-100

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 44

Title: Periscopic Sextant, Installation of Provisions For

Origin: Swissair requested during Swissair/Convair meeting of 4 May through 8 May 1959

Reason for Change: Customer request and Revision to CCP No. 44.

Description of Change:

Page 47, Paragraph 3.14.1.6 - RADIO OPERATOR/NAVIGATOR INSTRUMENTS:

Add the following item to the instrument list:

"One periscopic sextant (Provisions only)

Page 47, Add the following new paragraph to the page, after paragraph 3.14.2.1:

"3.14.2.2 PERISCOPIC SEXTANT (PROVISIONS ONLY): Provisions shall be made for the later installation of a periscopic sextant. The provisions shall include the installation of a periscopic sextant mount on pilot's overhead panel, installation of overhead trim, flight compartment lighting and overhead bumpers in the sextant mount area."

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add the following item under "FLIGHT INSTRUMENTS":

"1 Mount, Periscopic Sextant Kollsman (P/W to be supplied)"

Effect on Weight Empty: 47.0 pounds
Effect on Balance: 42,023 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,129 DTD 12 May 1959

CHANGE NO: 43 MODEL: 31-13

TITLE: **Passenger Seat Vinyl Upholstery, Installation of**

ORIGIN: **Convair and Swissair Representatives Meetings During 4-8 May 1959**

REASON FOR CHANGE: **Customer Request**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY +68.0 lbs	OPER. WT. EMPTY +68.0 lbs	+60505 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., I
Change No. 43

Title: Passenger Seat Vinyl Upholstery, Installation of

Origin: Convair and Swissair Representatives Meetings During 4-8 May 1954

Reason for Change: Customer Request:

Description of Change:

Page A-18, APPENDIX I-D FURNISHINGS UNIT WEIGHTS:

Under Interior Trim:*

Change the following item:

<u>From:</u>	"Seat Upholstering	18.0 oz sq yd
	Seat Trim Arm Rest"	21.0 oz sq yd
<u>To:</u>	"Seat Upholstering	22.0 oz sq yd
	Seat Trim Arm Rest"	22.0 oz sq yd

The following not to be a part of the specification language.

"This proposal is for the installation of vinyl upholstery in lieu of present fabric on the passenger seats".

Effect on Weight Empty:	+68.0 lbs.
Effect on Balance:	+60505 in/lbs
Effect on Performance:	None

File

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE:

CUSTOMER: Swissair Transport Co., Ltd

MCL 70,128 DTD 12 May 1959

CHANGE NO: 42

MODEL: 31-13

TITLE: Passenger Seat Leather Upholstery Covers, Installation of

ORIGIN: Convair and Swissair Representatives Meetings During 4-8 May 1959

REASON FOR CHANGE: Customer Request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+68.0 lbs.

+68.0 lbs.

+60505

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSALACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.*B. J. Simons*

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Passenger Seat Leather Upholstery Covers, Installation of

Origin: Convair and Swissair Representatives Meetings During 4-8
May 1959

Reason for Change: Customer Request:

Description for Change:

Page A-18, APPENDIX I-D FURNISHINGS UNIT WEIGHTS:

Under Interior Trim:*

Change the following item:

<u>From:</u>	"Seat Upholstering	18.0 oz sq yd
	Seat Trim Arm Rest"	21.0 oz sq yd
<u>To:</u>	"Seat Upholstering	22.0 oz sq yd
	Seat Trim Arm Rest"	22.0 oz sq yd

The following not to be a part of the specification language:

"This proposal is for the installation of leather upholstery in lieu of present fabric on the passenger seats".

Effect on Weight Empty:	+68.0 lbs.
Effect on Balance:	+60505 in/lbs.
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,113 DTD 7 May 1959

CHANGE NO: 41 MODEL: 31-013

TITLE: Doppler Antenna, Installation of

ORIGIN: Convair, Swissair Representatives meetings during 4-8 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
<u>25.0 lb</u>	<u>25.0 lb</u>	<u>22,075</u> INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simon

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Doppler Antenna, Installation of

Origin: Convair, Swissair Representatives meetings during 4-8 May 1959

Reason for Change: Customer Request

Description of Change:

Page 84 Paragraph 3.17.4.3.3 - ANTENNA

Change the paragraph to read as follows:

"A customer furnished doppler antenna assembly consisting of an antenna, wave guide, adaptor and wiring shall be installed on the left hand wing outboard of the main landing gear wheel well. Space provisions shall be made for a second antenna."

Page A-1 APPENDIX I-A CUSTOMER FURNISHED CONVAIR INSTALLED:

Add the following to the equipment page.

"Electronics Equipment

* 1 Antenna Assy, Doppler

25.0 lbs."

Effect on Weight Empty: +25.0 lbs.
Effect on Balance: +22075 in. lbs.
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,112 DTD 7 May 1959

CHANGE NO: 40 MODEL: 31-013

TITLE: Encoder Panel at the Radio Operator/Navigator Station, Space Provisions of

ORIGIN: Convair, Swissair Representatives meetings during 4-7 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

2.0 lb

2.0 lb

560

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Bj Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Encoder Panel at Radio Operator/Navigator Station,
Space Provisions of

Origin: Convair, Swissair Representatives Meetings during 4-7 May 1959

Reason for Change: Customer Request

Description of Change:

Page 50, Paragraph 3.14.4 FLIGHT DATA RECORDER:

Add the following to the end of the paragraph:

"Space provisions shall be made at the Radio Operator/Navigator Station for a trip encoder panel in accordance with ARINC Characteristics No. 542. In addition wiring provision shall be installed from the radio rack to the radio operator/navigator station and shall be taped and stowed for the later installation of the encoder panel".

Effect on Weight Empty:	+2.0 lbs.
Effect on Balance:	+560 in. lbs.
Effect on Performance:	None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,108 DTD 8 May 1959

CHANGE NO: 39 MODEL: 31-013

TITLE: Interphone Switching, Revision to

ORIGIN: Convair, Swissair Representatives meetings during 4-8 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
<u>12.0 lb</u>	<u>12.0 lb</u>	<u>1560</u> INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: * None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:
CCP No. 2 and is an alternate proposal to CCP No. 20.

D. Simon

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____
NON-RECURRING: _____
TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 39

Title: Interphone Switching, Revision to

Origin: Convair, Swissair Representatives meetings during 4-8 May 1959

Reason for Change: Customer request.

Description of Change:

Page 79, Paragraph 3.17.2.3.4 SERVICE INTERPHONE:

Add the following to the end of the paragraph:

"A SPDT switch shall be installed on the flight engineer's panel which when placed in the "ground position" will provide ground and maintenance operation by combining all interphone systems into one composite system. When the switch is placed in the "flight position" intercommunication shall be provided between the pilot and copilot, navigator, two cabin attendants and the radio rack."

Effect on Weight Empty: 42.0 pounds
Effect on Balance: 4560 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 70,107 DTD 7 May 1959
 CHANGE NO: 38 MODEL 31-13

TITLE: Modified Jack Panel, Installation of

ORIGIN: Convair and Swissair Representatives meetings during 4-8 May 1959


REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY <u>1.0 lb</u>	OPER. WT. EMPTY <u>1.0 lb</u>	<u>262.0</u> INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: * None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:


 ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____ AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:
 RECURRING: _____
 NON-RECURRING: _____
 TOTAL: _____

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 38

Page 1 of 2

Title: Modified Jack Panel, Installation of

Origin: Convair and Swissair Representatives meetings during 4-8 May 1959

Reason for Change: Customer request.

Description of Change:

Page 47, Paragraph 3.14.1.6 RADIO OPERATOR/NAVIGATOR INSTRUMENTS:

Add the following after the paragraph title:

"The following instruments shall be installed for use by the radio operator/navigator:"

Change the instrument list to read as follows:

"One ADF/compass indicator RMI
One airspeed/angle of attack indicator
One altimeter
One rate-of-climb indicator
One compass
One clock
One doppler indicator (Provisions No. 1 System)
Static air temperature"

Page 73, Paragraph 3.17.1.1 CONTROL PANELS:

Change the following item in the equipment list:

From: "Microphone Selector Control (4)"

To: "Microphone Jack Panel (4)"

Page 80, Paragraph 3.17.2.3.5 SMOKE AND OXYGEN MASKS AND MICROPHONE:

Change the following last word in the title:

From: "microphone"

To: "microphones"

Change the first sentence to read as follows:

"Pilot compartment masks shall contain microphones connected into the audio system by microphone jack panel and in parallel with the normal communication microphones."

Page 80, Paragraph 3.17.2.3.6 PUBLIC ADDRESS SYSTEM:

Change the sixth sentence to read as follows:

"A handset shall be installed in the pilot compartment and a guarded push-to-talk switch shall be installed in the pilot's and copilot's console to provide emergency connection of the oxygen and boom microphones into the public address system."

Page A-11, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Change the seventh item in the equipment list:

From: "4 Microphone Selector Panel Gables G-551"

To: "4 Microphone Jack Panel Gables G-903"

Page 46A, PILOTS AND COPILOTS CONSOLE AND WING PANELS:

The above illustration shall be revised to show effects of this change.

Effect on Weight Empty: ~~1~~1.0 pound
Effect on Balance: ~~262~~262.0 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____
 CUSTOMER: Swissair Transport Co., Ltd. MCL 70,103 DTD Rev. 11 May 1959
 CHANGE NO: 37 MODEL: 31-13

TITLE Flight Crew Communication, Revision to

ORIGIN Convair and Swissair Representatives meetings during 4-8 May 1959.

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY <u>45.0 lb</u>	OPER. WT. EMPTY <u>45.0 lb</u>	<u>41,220 INCH LB.</u>

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Rf Simons
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 37

Title: Flight Crew Communications, Revision to

Origin: Convair and Swissair Representatives meetings during 4-8 May 1959.

Reason for Change: Customer request.

Description of Change:

Page 79, Paragraph 3.17.2.3.1 AUDIO SELECTOR:

Change the last sentence to read as follows:

"Microphone, headphone and boom microphone jacks shall be installed and connected to each audio selector panel and located in such positions that the microphone and headphone cords will not foul the aircraft controls."

Page 80, Paragraph 3.17.2.3.5 SMOKE AND OXYGEN MASK AND MICROPHONES:

Change the first and second sentences to read as follows:

"Pilot compartment masks shall contain microphones connected into the audio system by a selector switch in parallel with the normal communication microphones. A control switch, consisting of a momentary thumb operated toggle switch for interphone communication in the up position, radio communication in the down position and center off position shall be installed on the outboard horn of the pilot's and copilot's control wheels."

Effect on Weight Empty: 45.0 pounds
Effect on Balance: 41,220 inch-pounds
Effect on Performance: None

File

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,143 DTD 27 May 1959

CHANGE NO: 36

MODEL: 31-13

TITLE AVQ-10 Radar Bright Tube Indicator, Installation of

ORIGIN Convair and Swissair Representatives meetings during 4-12 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

73.0 lb

73.0 lb

7612

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simmons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS.

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIN: SD

Swissair Transport Co., Ltd.
Change No. 36

Title: AVQ-10 Radar Bright Tube Indicator, Installation of

Origin: Convair and Swissair Representatives meetings during 4-12 May 1959.

Reason for Change: Customer request.

Description of Change:

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Under Weather Radar change the following item:

<u>From:</u>	"1 Indicator	RCA	AVQ-10"
<u>To:</u>	"1 Indicator (Bright Tube)	RCA	AVQ-10"

Effect on Weight Empty: ~~4~~3.0 pounds
Effect on Balance: ~~4~~612 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd

MCL 70,003 DTD 20 April 1959

CHANGE NO: 34

MODEL: 31-013

TITLE: Pressure Ratio System, Revision to

ORIGIN: Convair

REASON FOR CHANGE: Convair Request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY
-1.0 lb

OPER. WT. EMPTY
-1.0 lb

-204
INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simon

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR 100-10-1174

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 34

Title: Pressure Ratio System, Revision to

Origin: Convair

Reason for Change: Convair Request

Page A-3 APPENDIX I-C PROPULSION EQUIPMENT:

Under Power Plant Equipment

Add the following item:

4 Pressure Transmitters Kollsman A27790-00-001

Page A-5 APPENDIX I-C Instruments and Related Equipment:

Under Engine Instruments, General

Revise the fourth item:

From 4 Indicator Pressure Ratio Kollsman B29187-10-001

To 4 Indicator Pressure Ratio Kollsman A31577-10-001

3137-10-0

Effect on Weight Empty: -1.0 lb
Effect on balance: -204 in. lbs.
Effect on performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 70,098 DTD 4-10-59

CHANGE NO.: 33

MODEL: 31-013

TITLE: Air Conditioning System, Revision of

ORIGIN Minutes of meeting between SAS, Swissair, and Convair during 23-25 February 1959

REASON FOR CHANGE: Convair initiated.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

-10.0 lbs

-10.0 lbs

-6555

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Bf Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS.

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Air Conditioning System, Revision of

Origin: Minutes of Meeting Between SAS, Swissair and Convair During
23-25 February 1959

Reason for Change: Convair initiated.

Description of Change:

Page 104, Paragraph 3.20.1.12.1 GROUND AIR CABIN TEMPERATURES:

Revise the second sentence to read as follows:

"The cooling system shall be capable of maintaining, on the ground with engines at idle rpm and with all doors and windows closed, with full recirculation and with 113 occupants an occupied compartment average effective temperature of 75°F with outside temperature of 40°F above NACA Standard and 50 percent relative humidity

Page 103a Air Conditioning Pressurization System:

Revise the above illustration to reflect the effects of this change

Effect on Weight Empty: -10. lbs
Effect on Balance: -6555 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____
 CUSTOMER: Swissair Transport Co. Ltd. MCL 70,099 DTD 4-9-59
 CHANGE NO: 31A MODEL: 31-013

TITLE: Flight Instrumentation Hookup, Revision

ORIGIN: Minutes of Meeting Between Swissair and Convair Representatives during 10-16 March 1959

REASON FOR CHANGE: Customer Request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
Neg.	Neg.	Neg. INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simmons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 31A

Title: Flight Instrumentation Hookup, Revision

Origin: Minutes of meeting between Swissair and Convair Representatives
during 10-16 March 1959.

Reason for Change: Customer request.

Description of Change:

The following change has no effect on Specification language:

The installation of auto pilot power and control from the copilot's system to the pilot's system. The flight instrumentation hook-up will then correspond with that installed in the Swissair DC-8 aircraft.

Effect on Weight Empty: Neg.
Effect on Balance: Neg.
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co. Ltd MCL 70,097 DTD 4-8-59

CHANGE NO: 30 MODEL: 31-013

TITLE: **Water Flush and Drain Provisions, Revision of**

ORIGIN: **Minutes of Meeting Between SAS, Swissair, and Convair during
23-25 February 1959**

REASON FOR CHANGE: **Customer Request**

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY +3.0 lb	OPER. WT. EMPTY +3.0 lb	+1860 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

FD-1350 (Rev. 5-54)

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 30

Title: Water Flush and Drain Provisions, Revision of

Origin: Minutes of meeting between SAS, Swissair and Convair during
23-25 February 1959

Reason for Change: Customer request.

Description of Change:

Page 89, Paragraph 3.19.2.1.3 WATER SYSTEM:

Add the following before the last sentence in the paragraph:

"The fill port shall employ the use of a standard 3/4-inch Roylyn nipple and cap and the overflow and drain lines shall terminate at a common 3/4-inch flush fitting at the skin to which a hose may be attached. The entire system shall be designed to take city water (120 psi) pressure during filling and sanitizing with overflow open, and a 3/4-inch diameter hose connected to the overflow fitting. The material used in the design of this system must not be affected by the use of 100 ppm (parts per million) chlorine solution."

Effect on Weight Empty: 43.0 pounds
Effect on Balance: 41,860 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,094 DTD 2 April 1959

CHANGE NO: 28

MODEL: 31-013

TITLE <u>Main Gear Well Lights, Installation of</u>		
ORIGIN: <u>Minutes of Meeting Between SAS, Swissair and Convair During 23-25 February 1959</u>		
REASON FOR CHANGE: <u>Customer request.</u>		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY <u>4.0 lb</u>	OPER. WT. EMPTY <u>4.0 lb</u>	<u>43,350</u> INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *		
<u>None</u>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 28

Title: Main Gear Well Lights, Installation of

Origin: Minutes of meeting between SAS, Swissair and Convair during
23-25 February 1959

Reason for Change: Customer request.

Description of Change:

Page 67, Paragraph 3.16.8.4.2 NOSE WHEEL WELL LIGHT:

Revise title and paragraph to read as follows:

"WHEEL WELL LIGHTS: One light shall be provided to illuminate each main gear wheel well, and one to illuminate the nose wheel well. During ground maintenance with the landing gear doors down they shall also illuminate the surrounding ground area. The lights shall be on when the position lights are on and the airplane is on the ground."

Effect on Weight Empty: ~~4~~4.0 pounds
Effect on Balance: ~~3~~3,350 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____

CUSTOMER: Swissair Transport Co. Ltd. MCL 70,095 DTD 3-30-59

CHANGE NO: 27 MODEL: 31-013

TITLE: Spare Fuse Holder, Addition of

ORIGIN: Minutes of Meeting between SAS, Swissair, and Convair during 23-25 February 1959

REASON FOR CHANGE: Customer Request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
GUAR. WT. EMPTY	OPER. WT. EMPTY		
<u>1.0 lbs.</u>	<u>1.0 lbs.</u>	<u>275</u>	INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * <u>None</u>			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____	

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 27

Page 1 of 1

Title: Spare Fuse Holder, Addition of

Origin: Minutes of Meeting between SAS, Swissair, and Convair during
23-25 February 1959

Reason for Change: Customer Request

Page 76, Paragraph 3.17.1.5 RADIO AND ELECTRONIC EQUIPMENT COMPARTMENT:

Add at end of paragraph:

"A spare fuse holder shall be installed in the compartment."

Effect on weight empty:	41.0 lbs.
Effect on balance:	4275 in. lbs.
Effect on performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 70,073 DTD 3-30-59

CHANGE NO: 26

MODEL: 31-013

TITLE: Lounge Area, Redesign of

ORIGIN: Minutes of meeting between SAS, Swissair and Convair during 23-25 February 1959

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
Proposal A 45.0 lbs	Proposal A 45.0 lbs	Proposal A 1,950 in/lb
Proposal B 45.0 lbs	Proposal B 45.0 lbs	Proposal B 1970 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Lounge Area, Redesign of

Origin: Minutes of meeting between SAS, Swissair, and Convair during
23-25 February 1959

Reason for Change: Customer Request

PROPOSAL "A"

Page A-15 APPENDIX I-C

Revise Item 16 as follows:

From: 1 Triple Seat, Lounge

To: 1 Three Place Lounge Unit
(1 double & 1 detachable single seat)

Effect on weight empty: ~~45.0~~ lbs
Effect on balance: ~~41,950~~ in/lbs
Effect on performance: None

PROPOSAL "B"

Page A-2 APPENDIX I-B CUSTOMER FURNISHED CUSTOMER INSTALLED FURNISHINGS
EQUIPMENT

Add: 1 Three Place Lounge Unit
(1 double & 1 detachable single seat)

75.0 lbs.

Page A-15 APPENDIX I-C

Delete Item 16 as follows:

1 Triple Seat, Lounge

Effect on weight empty: ~~45.0~~ lbs
Effect on balance: ~~41,950~~ in/lbs
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,001 DTD 31 March 1959

CHANGE NO: 25

MODEL: 31-13

TITLE: Specification Administrative Change (Fuel System - Change in Fuel Gage Unit Connection and Deletion of a Mesh Fuel Screen)

ORIGIN: Convair initiated.

REASON FOR CHANGE: To more accurately define the production airplane.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Rf Simmons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Fuel System - Change in Fuel Gage Unit Connection and Deletion of a Mesh Fuel Screen)

Origin: Convair initiated.

Reason for Change: To more accurately define the production airplane.

Description of Change:

Page 40, Paragraph 3.12.9.8 STRAINERS:

Revise the entire paragraph to read as follows:

"An 8-10 mesh screen shall be installed at each jettison, boost and transfer pump inlet."

Page 40, Paragraph 3.12.9.9.1 QUANTITY GAGES:

Change the third sentence to read as follows:

"The fuel gage units in the tanks shall be provided with terminal screws and shall be designed to permit installation or replacement without special tools."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____
 CUSTOMER: Swissair Transport Co. Ltd. MCL 70,053 DTD 11-10-58
 CHANGE NO: 24 MODEL: 31-013

TITLE: Cargo Retention Net and Track, Installation of

ORIGIN: Specification Contract Negotiations in Zurich during
1-3 October 1958

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
<u>112.0 lbs</u>	<u>112.0 lbs</u>	<u>89,600</u> INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND
TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED-

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, INC. 10-10-58

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 24

Title: Cargo Retention Net and Track, Installation of

Origin: Specification Contract Negotiations in Zurich during 1-3 October 1958

Reason for Change: Customer request

Page 91, Paragraph 3.19.2.4 LUGGAGE AND CARGO COMPARTMENTS:

Revise paragraph to read as follows:

"There shall be two cargo-luggage compartments in the lower fuselage, one forward and one aft of the wing. There shall be six tie down tracks in each compartment for use with customer furnished nets; see Appendix I-A. There shall be no rails adjacent to the loading doors. The ceilings and side walls shall be removable panels. Access to equipment behind these panels or below the floor shall be provided. Joints and openings shall be sealed to conform to CAR requirements for class "D" compartments. Pressure equalization means shall be provided to adjacent pressurized compartments and between cargo compartments."

Effect on Weight Empty:	✓112.0 lbs
Effect on Balance:	✓89,600 in/lbs
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 70,055 DTD 12-10-58

CHANGE NO: 23A

MODEL: 31-013

TITLE: G. E. Fuel Flow/Fuel Consumed System Indicating Engine Consumption, Installation of

ORIGIN: Minutes of Specification Contract Negotiations in Zurich during 1-3 October 1958, Swissair and Convair Meeting during 6 May 1959

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+40.0 lbs	+40.0 lbs	+17,457 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

BJ Simons
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS: _____

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: G. E. Fuel Flow/Fuel Consumed System Indicating Engine Consumption, Installation of

Origin: Minutes of Specification Contract Negotiations in Zurich during 1-3 October 1958, Swissair and Convair Meeting During 6 May 1959

Reason for Change: Customer request

Page 45a COPILOT'S AND PILOT'S INSTRUMENT PANEL

Revise to show effect of this change

Page A-5 APPENDIX I-C INSTRUMENTS AND RELATED EQUIPMENT ENGINE
INSTRUMENTS - FUEL SYSTEM:

Change Item one on the description list:

From: 4 Indicator, Fuel Flow Gen. Elec. 8DJ97GAA-1

To: 4 Indicator Fuel Flow/Fuel Consumed Gen. Elec. 8DJ77LAD-1

Add: After Item one

4 Amplifiers Gen. Elec. 8KE25GAC-1

4 Transmitters, fuel flow Gen. Elec. 8TJ59GAR-2

1 Static Inverter P/N to be supplied.

Effect on Weight Empty: +40.0 lbs
Effect on Balance: +17,457 in/lbs
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 70,059 DTD 12 November 1958

CHANGE NO: 22 MODEL: 31-13

TITLE: Oxygen Cylinder, 73 Cu. Ft. Capacity, Installation of

ORIGIN: Minutes of Specification Contract Negotiations in Zurich during 1-3 October 1958.

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	-8.0 lb	-2,240 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simmons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Oxygen Cylinders, 73 Cu. Ft. Capacity, Installation of
Origin: Minutes of Specification Contract Negotiations in Zurich
during 1-3 October 1958.

Reason for Change: Customer request.

Description of Change:

Page 97, Paragraph 3.19.5.2 COMPONENTS:

Revise paragraph to read as follows:

"System components shall be regulators, valves, pressure gages, metering orifice valves, tubing, mask assemblies, and four oxygen cylinders*. 5052 80 aluminum tubing shall be used in low pressure lines. The tubing shall be sized and installed to preclude flow variation of more than 15 percent throughout the system. There shall be a line valve connecting the passenger and crew systems.

Page A-16, APPENDIX I-C, OXYGEN EQUIPMENT:

Change Item 1

<u>From:</u>	"*3 Cylinder, High Pressure Oxygen (107 cu. ft.) (with gages)	140 lb."
<u>To:</u>	"*4 Cylinder, High Pressure Oxygen (73 cu. ft.) (with gages)	132 lb."

Effect on Guaranteed Weight Empty:	0
Effect on Operating Weight Empty:	-8.0 pounds
Effect on Balance:	-2,240 inch-pounds
Effect on Performance:	None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

DATE: _____

MCL 70,061 DTD 10-30-53

MODEL: 31-013

TOTAL:

BY:

DATE: _____

Title: Kilogram Calibrated Fuel Gages, Installation of

Origin: Minutes of Specification Contract Negotiations in Zurich during
1-3 October 1958, Swissair and Convair Meeting during 6 May 1959

Reason for change: Customer Request

Page 40, Paragraph 3.12.9.9.1 QUANTITY GAGES:

Change the first and second sentence to read as follows:

"A null balancing, capacitance-characterized type fuel quantity system calibrated in kilograms shall be provided to gage all fuel tanks. The system shall contain automatic fuel compensators to permit accommodating JP-4 or kerosene type fuel of wide specific gravity range."

Page 40, Paragraph 3.12.9.9.2 AUXILIARY FUEL GAGES:

Revise paragraph to read as follows:

"Repeater fuel indicators reading in kilograms with equal accuracy to the pilot compartment indicator shall be installed near underwing refueling points. There shall be a center section fuel quantity indicator on each refueling panel."

Page 42, Paragraph 3.12.9.13.3 REFUELING CONTROLS:

Revise paragraph to read as follows:

"There shall be a refueling panel in the aft outboard section of each inboard pylon. These panels shall incorporate fuel quantity gages reading in kilograms, preset quantity selectors, precheck shutoff controls, and service interphone jacks. These panels shall be illuminated."

Page A-5 APPENDIX I-C INSTRUMENTS AND RELATED EQUIPMENT ENGINE
INSTRUMENTS - FUEL SYSTEMChange description list as follows:

<u>From:</u>	1	Indicator, Fuel Quantity Totalizer	Simmonds
	2	Indicator, Fuel Quantity Counter Pointer Type (Tanks 1 and 4)	Simmonds
	1	Indicator, Fuel Quantity (Center Section Aux. Sys.)	Simmonds
	2	Indicator, Repeater Fuel Quantity (Center Section Aux. Sys.)	Simmonds
	2	Indicator, Fuel Quantity Counter Pointer Type (Tanks 2 and 3)	Simmonds
<u>To:</u>	1	Indicator, Fuel Quantity Totalizer (Kg. Calibrated)	Simmonds
	2	Indicator, Fuel Quantity Counter Pointer Type (Tanks 1 and 4) (Kg. Calibrated)	Simmonds
	1	Indicator Fuel Quantity (Center Section Aux. Sys. Kg. Calibrated)	Simmonds
	2	Indicator, Repeater Fuel Quantity (Center Section Aux. Sys. Kg. Calibrated)	Simmonds
	2	Indicator, Fuel Quantity Counter Pointer Type (Tanks 2 and 3) (Kg. Calibrated)	Simmonds
	2	Indicator, Repeater Fuel Quantity (Tanks 1 and 4) (Kg. Calibrated)	Simmonds
	2	Indicator, Repeater Fuel Quantity (Tanks 2 and 3) (Kg. Calibrated)	Simmonds

Effect on Weight Empty: 0
 Effect on Balance: 0
 Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
WATFORD, G. CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013 DATE: _____

CUSTOMER: Swissair Transport Co. Ltd. MCL 70,096 DTD 3-25-59

CHANGE NO. 20 MODEL 31-013

TITLE: Maintenance Interphone Switch, Addition of		
ORIGIN: Minutes of Meeting between SAS, Swissair and Convair during 23-25 February 1959		
REASON FOR CHANGE: Customer Request		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY 42.0 lbs.	OPER. WT. EMPTY 42.0 lbs.	4560 INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: *		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		ENGINEERING APPROVAL
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE. RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Maintenance Interphone Switch, Addition of
Origin: Minutes of Meeting between SAS, Swissair, and Convair during
23-25 February 1959
Reason for Change: Customer Request

Page 79, Paragraph 3.17.2.3.3 SERVICE INTERPHONE

Add at end of paragraph the following:

"A DPST switch shall be installed on the flight engineer's panel to isolate the flight crew, nose wheel well and the fore and aft buffet station from the remainder of the interphone system. The aforementioned stations shall not be inactivated in either position of the switch. This switch shall be labelled "maintenance interphone" and shall have an "on" and "off" position.

Effect on weight empty:	42.0 lbs.
Effect on balance:	4560 in. lbs.
Effect on performance:	

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co. Ltd.

MCL 70,089 DTD 3-23-59

CHANGE NO: 19A

MODEL: 31-13

TITLE: Sel-Cal Unit, Relocation of

ORIGIN: Minutes of meeting between Swissair Representatives Schulthess and Willi and Convair Representatives during 10-13 March 1959

REASON FOR CHANGE: Customer Request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+6.0 lbs

+6.0 lbs

+1,400

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

R. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED. _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Sel-Cal Unit, Relocation of

Origin: Minutes of meeting between Swissair Representatives
Schulthess and Willi, and Convair Representative during
10-13 March 1959

Reason for Change: Customer request

Page 45b PILOT'S AND CO-PILOT'S PEDESTAL

Page 46a PILOT'S AND CO-PILOT'S CONSOLE AND WING PANELS

Revise above illustrations to show the effect of relocation
of Sel-Cal provisions

The following not to be a part of the specification language:

"The above change shall relocate the Sel-Cal unit from the
electronic compartment to the copilot's console".

Effect on Weight Empty: +6.0 lbs
Effect on Balance: +1,400 in/lbs
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 10,088 DTD 23 March 1959

CHANGE NO: 18A

MODEL: 31-013

TITLE Mode Selector Switch, Installation of

ORIGIN: Minutes of Meeting between Swissair Representatives Schulthess and Willi, and Convair Representative during 10-13 March 1959 and 6 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+2.0 lb

+2.0 lb

+533

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simmons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: 1

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

FORM 1-59 (Rev. 1-59)

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 18A

Title: Mode Selector Switch, Installation of

Origin: Minutes of meeting between Swissair Representatives Schulthess and Willi, and Convair Representatives during 10-13 March 1959 and 6 May 1959.

Reason for Change: Customer request.

Description of Change:

Page A-4, APPENDIX I-C, INSTRUMENTS AND RELATED EQUIPMENT:

Add to Description List:

"1 Mode Selector Switch	Sperry	177-8905"
-------------------------	--------	-----------

The following not to be a part of the Specification language:

Add wiring provisions for Doppler mode to flight director selector switch for SAS Sketch GE-40044.

Effect on Weight Empty:	4 2.0 pounds
Effect on Balance:	4 533 inch-pounds
Effect on Performance:	None

DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

CHANGE NO 16 MODEL: 30-6 (Convair "600")

$$T_{\text{eff}} = 4.2 \text{ K}, \quad T_{\text{eff}} = 0.1 - 0.2 \text{ A}.$$

Title: Specification Administrative Change (Clarification of Power Transfer)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification

Description of Change:

Page 56, Paragraph 3.16.2.4.1 - POWER TRANSFER:

Revise the seventh sentence as follows:

From: "To obtain ac ground power, the pilot's essential bus switch shall be in the external power position; the four bus tie switches shall be in the closed position; with the ground power connected and the external power switch in the "ON" position all ac busses will be energized".

To: "To energize the a-c busses from ground power, the four bus tie switches shall be in the closed position, the ground power connected and the external power switch placed in the "ON" position".

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: 3-23-59

CUSTOMER: Swissair Transport Co. Ltd.

MCL 70,091 DTD 3-19-59

CHANGE NO.: 15

MODEL: 31-013

TITLE:

Transceiver, Installation of

ORIGIN: **Minutes of Meetings between Swissair Representatives Schulthess and Willi during 10-13 March 1959**

REASON FOR CHANGE: **Customer Request**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

45.0 lbs.

45.0 lbs.

41,576

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co. Ltd.
Change No. 15

Page 1 of 1

Title: Transceiver, Installation of

Origin: Minutes of Meetings between Swissair Representatives Schulthess
and Willi during 10-13 March 1959

Reason for Change: Customer Request

Page A9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Change under VHF NAVIGATION SYSTEM

<u>From</u>	"2 Receiver	Collins	51R-4
<u>To</u>	"2 Receiver	Collins	51X-2
	2 Instrumentation Unit	Collins	344 B-1"

Effect on Weight empty:	45.0 lbs.
Effect on Balance:	41,576 in. lbs.
Effect on Performance:	

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

DATE: _____

MCL 61,074 DTD 29 October 1959

MODEL: 30-6 (Convair "600")

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE _____

Title: HF Transmitter-Receiver, Revision to

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 79, Paragraph 3.17.2.2 HF COMMUNICATION EQUIPMENT:

Revise the first sentence as follows:

From: "Two HF transmitter, receiver and power supplies shall be installed in the radio rack."

To: "Two HF transmitter-receiver units shall be installed in the radio rack."

Page A-9, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Revise the below item under "HF COMMUNICATION" as follows:

From: "2 Transmitter-Receiver Collins 618S-1"

To: "2 Transmitter-Receiver Collins 618T"

Delete the following item:

"2 Power Unit (AC Power Source) Collins 416W-3"

Effect on Weight Empty: -57.0 pounds
Effect on Balance: -15,673 inch-pounds
Effect on Performance: None
Effect on Payload: +57.0 pounds

The following shall not appear in the specification language:

This change also includes the installation of a new dual HF control panel to suit the proposed revision; the part number of which will be furnished when available.

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,076 DTD 29 October 1959

CHANGE NO: 11 MODEL: 30-6 (Convair "600")

TITLE: <u>ATC Transponder Beacon System, Change from Installation to Provisions</u>		
ORIGIN: <u>Swissair requested.</u>		
REASON FOR CHANGE: <u>As above.</u>		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY <div style="text-align: center;">-25.0 lb</div>	OPER. WT. EMPTY <div style="text-align: center;">-25.0 lb</div>	<div style="text-align: center;">-6,875 INCH LB.</div>
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		<div style="text-align: center;">  ENGINEERING APPROVAL </div>
LATEST DATE OF ACCEPTANCE:	AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:	EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____	

ACCEPTED: _____ CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 11

Title: ATC Transponder Beacon System, Change from Installation to Provisions

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 73, Paragraph 3.17.1 EQUIPMENT:

Delete the below item under "Description":

"ATC Transponder Beacon"

Revise the below item under "Provisions for the following systems shall be made" as follows:

From: "ATC Transponder Beacon (2nd System)"

To: "Dual-ATC Transponder Beacon System"

Page 85, Paragraph 3.17.4.2 RADAR SAFETY BEACON:

Revise the paragraph to read as follows:

"Provisions shall be made for the future installation of a Dual-ATC Transponder Beacon System, to conform with ARINC Characteristics No. 532B."

Page A-10, APPENDIX I-C, ELECTRONIC EQUIPMENT:

Delete the following item under "ATC TRANSPONDER BEACON":

"1 Transponder Unit	Collins	621A-1"
---------------------	---------	---------

Effect on Weight Empty:	-25.0 pounds
Effect on Balance:	-6,875 inch-pounds
Effect on Performance:	None
Effect on Payload:	+25.0 pounds

COLLECTION OF GENERAL S-FAMILY CORPORATION
STANFORD, CALIFORNIA

SPEC NO.. ZD- 30-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 61,067 DTD 9 September 195

CHANGE NO. 10

MODEL: 30-6 (Convair "600")

ACCEPTED.

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

85

CONVAIR: SD

Swissair Transport Co., Ltd.
Change No. 10

Title: Additional Plug-in Food Trays, Furnishing of

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 89, Paragraph 3.19.1.1.4.2 FIRST CLASS RECLINING SEATS:

Revise the third sentence to read as follows:

"Four plug-in food trays shall be provided for the first row of seats, and 28 additional plug-in food trays shall be furnished as loose equipment."

Page A-14, APPENDIX I-C, FURNISHINGS:

Add the below item under "Description"

"** 28 Plug-in Food Trays

63.0"

Effect on Weight Empty:	0
Effect on Balance:	0
Effect on Performance:	None
Effect on Payload:	0

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 31-013

DATE: _____

CUSTOMER: Swissair Transport Co., Ltd.

MCL 70,072

DTD

Revised

9 March 1959

CHANGE NO: 9A

MODEL: 31-013

TITLE: Adjustable Coat Rack Dividers, Installation of

ORIGIN: Minutes of meeting between SAS, Swissair and Convair on 23-25 February 1959 and 6 May 1959

REASON FOR CHANGE: Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+87.0 lb	+87.0 lb	+71,169 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

C. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Adjustable Coat Rack Dividers, Installation of

Origin: Minutes of meeting between SAS, Swissair and Convair on 23-25
February 1959 and 6 May 1959

Reason for Change: Customer request.

Description of Change:

Page 88, Paragraph 3.19.1.2 CONVERTIBILITY:

Revise the entire paragraph to read as follows:

"A movable coat compartment shall be used as a class divider in the passenger compartment, utilizing the passenger seat tracks, to permit fore and aft movement at one inch increments. Air distribution guards shall be met with the coat compartments installed in the station locations specified in paragraph 3.20.1.9. The seat rows shall be as shown on the interior arrangement illustration herein."

Page 93, Paragraph 3.19.3.1.2 MOVABLE PARTITION:

Delete the paragraph title and the paragraph and replace with the following:

"3.19.3.1.2 MOVABLE COAT RACK COMPARTMENT: In addition to the coat stowage specified in paragraph 3.19.2.3, two 18-inch wide movable coat compartments shall be installed; one on the right and one on the left hand side of the passenger compartment and shall utilize the passenger seat tracks to permit fore and aft movement at one inch increments except in the areas of overhead life raft stowage. Electrical outlets shall be installed in the valances above the windows on the right hand side of the cabin with a receptacle in the right hand coat compartment to provide current for illuminating the "No Smoking" and "Fasten Seat Belt" signs in any required position. Two ten inch wide movable coat compartments; one for the right and one for the left hand side of the passenger compartment shall be provided as loose equipment and when installed shall be adjustable as described above for the 18-inch coat compartments"

Page 95, Paragraph 3.19.3.5 CURTAINS:

Revise the third sentence as follows:

From: "The movable partition shall be equipped with an aisle curtain

To: "The movable coat compartments specified in paragraph 3.19.3.1.2 shall be equipped with an aisle curtain at the forward face.

Page 102, Paragraph 3.20.1.9 AIR DISTRIBUTION:

Revise the last sentence to read as follows:

"It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 62 passengers and with the movable coat compartment located in the five following positions: 659.27 through 677.90, 739.90 through 758.90, 813.40 through 832.35, 888.0 through 907.0 and 964.0 through 983.0".

Page A-15, APPENDIX I-C, FURNISHINGS:

Change the last item in the Equipment List as follows:

From: 1 Movable Pass. Cabin Partition

To: 1 R/H 18" Movable Coat Comp.
1 L/H 18" Movable Coat Comp.
*1 R/H 10" Movable Coat Comp.
*1 L/H 10" Movable Coat Comp.

Add the following to bottom of the page:

*Alternate Loads, furnished as loose equipment.

Page 3b - STANDARD INTERIOR ARRANGEMENT:

APP. II - SIESTA AND ECONOMY INTERIOR ARRANGEMENT:

"The above illustrations shall be revised to show the movable coat compartments in lieu of the movable passenger cabin partition".

The following not to be a part of the specification language:

"The movable coat compartments shall be designed with a tapered toe well. The aft face shall have an opening with a vertical clearance of 13-inches from the floor and the toe well having a depth of eight inches at the base and extending four inches up from the floor".

Effect on Weight Empty: +87.0 pounds
Effect on Balance: +71,169 inch-pounds
Effect on Performance: None

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

DATE: _____

MCL 61,063

DTD

MODEL: 30-6 (Convair "600")

TOTAL:

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

B'Y.

DATE: _____

Title: Ratchet-Type Foot Rests, Installation of

Origin: Swissair requested.

Reason for Change: As above.

Description of Change:

Page 89, Paragraph 3.19.1.1.4.2 FIRST CLASS RECLINING SEATS:

Add the following to the end of the paragraph:

"Each seat shall be equipped with a ratchet-type foot rest."

Page 89, Paragraph 3.19.1.1.4.3 ECONOMY (TOURIST) SEATS:

Add the following to the end of the paragraph:

"Each seat shall be equipped with a ratchet-type foot rest."

Page A-14, APPENDIX I-C, FURNISHINGS:

Revise the below items, under "Description" as follows:

From: "13 Double Seat (Including safety belts
and integral folding food trays)
13 Triple Seat (Including safety belts
and integral folding food trays)
16 Reclining First Class Seat (Including
safety belts, integral folding food
trays, no leg rests)"

To: "13 Double Seat (Including foot rests,
safety belts and integral folding
food trays)
13 Triple Seat (Including foot rests,
safety belts and integral folding
food trays)
16 Reclining First Class Seat (Including
foot rests, safety belts and integral
folding food tray; no leg rests)"

Effect on Weight Empty: +267.0 pounds
Effect on Balance: +251,996 inch-pounds
Effect on Performance: None
Effect on Payload: -267.0 pounds

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-31-013

DATE: _____

CUSTOMER: Swiss Air Transport Co., Ltd.

MCL 70,071 DTD 26 February 1959

CHANGE NO. 7

MODEL: 31-013

TITLE: Harness Reel Substitution

ORIGIN: Swissair Letter, Schultness to Eastland, dated 20 February 1959.

REASON FOR CHANGE:
Customer request.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simons

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Harness Reel Substitution

Origin: Swissair Letter, Schultness to Eastland, dated 20 February 1951

Reason for Change: Customer request.

Description of Change:

Page A-15, APPENDIX I-C, FURNISHINGS:

Revise the first, second and tenth items in the Description List as follows:

From: "2 Seat, Pilot's (Including Fabric and Belt and Harness)
1 Seat, Flight Engineer (Including Fabric, Belt and Harness)
1 Seat, Radio Operator/Navigator (Including Fabric, Belt and Harness)"

To: "2 Seat, Pilot's (Including Fabric and Belt)
1 Seat, Flight Engineer's (Including Fabric and Belt)
1 Seat, Radio Operator/Navigator (Including Fabric and Belt)"

Add the following item to the Description List:

"4 Inertia Reels (Pilot, Copilot, Flight Engineer and Radio Operator/Navigator)	Aircraft Mechanics Inc.	Aerother Model 95
---	-------------------------	-------------------

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER Swissair Transport Co. Ltd. MCL 61,072 DTD 29 October 1959

CHANGL NO: 6 MODEL: 30-6 (Convair "600")

TITLE Ground Air Conditioning Connection, Installation of			
ORIGIN Swissair/Convair Initiated			
REASON FOR CHANGE: To provide an external fitting for connection of mobile ground air conditioning			
EFFECT ON WEIGHT *		EFFECT ON BALANCE *	
Gross WT. EMPTY +14.0 lb	OPER. WT. EMPTY +14.0 lb	+9,115 INCH LB.	
EFFECT ON GUARANTEED PERFORMANCE: *			
None			
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		 ENGINEERING APPROVAL	
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:	
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE:	
		RECURRING: _____	
		NON-RECURRING: _____	
		TOTAL: _____	

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CON-61122-1-6-59 (14)

Title: Ground Air Conditioning Connection, Installation of

Origin: Swissair/Convair Initiated

Reason for Change: To provide an external fitting for connection of
mobile ground air conditioning.

Description of Change:

Page 109, Paragraph 3.20.1.12 - GROUND AIR CONDITIONING:

Add the following to the beginning of the paragraph:

"A ground air connection shall be installed in accordance with ABC-17/5, eight-inch diameter, to provide means for supplying low-pressure conditioned air from a mobile ground unit directly to the aircraft air conditioning distribution system".

Page 110a, AIR CONDITIONING PRESSURIZATION SYSTEM:

Replace above illustration in specification with Enclosure (A), which shows "ground air conditioning connection".

Enclosure: (A) One copy revised Page 110a - AIR CONDITIONING PRESSURIZATION SYSTEM

Effect on Weight Empty:	+14.0 lb
Effect on Balance:	+9,115 inch lb
Effect on Performance:	None
Effect on Payload:	-14.0 lb

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

SPEC NO.: ZD-31-013 DATE: 4
CUSTOMER: Swissair Transport Co. Ltd. MCL 70,079 DTD 3-27-59
CHANGE NO: 5 MODEL: 31-013

REASON FOR CHANGE: Customer request

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
+4.0 lbs.	+2029.0 lbs.	+1,995,802 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: * None

• NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON
PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS.

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING:

TOTAL:

ACCEPTED

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

DATE: _____

Title: Aft Fuselage Section, Revision of

Origin: Minutes of Meeting Between SAS, Swissair, and Convair during
23-25 February 1959

Reason for Change: Customer Request

Page 1, Paragraph 1.1 BASIC TYPE:

Revise paragraph to read as follows:

"The Convair 880 (Model 31) is a swept wing, four turbojet, commercial transport with structural capacity for installation of additional fuel tanks for long range operation. It is a pressurized, high speed, high altitude medium range land plane. The body of this specification describes an interior with 32 first class seats forward and 54 economy seats aft. There is a forward three place lounge. The airplane is designed to permit conversion to alternate arrangements as noted in Appendix II. These include all first class, siesta and economy, and all coach (5 abreast seating) versions.

Page 36, STANDARD INTERIOR ARRANGEMENT:

Revise illustration to reflect effects of this change.

Page 37, Paragraph 3.19.1.1.4 CABIN ATTENDANTS SEATS:

Revise paragraph to read as follows:

"Two cabin attendant's seats shall be provided by the customer as a part of the aft buffets, and one forward, provided by Convair integral with the forward L.H. coat closet as shown in illustration. The seats shall fold to stow clear of the aisle. Life preserver stowage shall be provided on, or adjacent to each seat.

Page 89, Paragraph 3.19.2.1.1 BUFFETS:

Revise paragraph to read as follows:

"Provisions shall be made for installation of six buyer furnished units located as follows: Two units on fwd R.H. side at approximately sta 300 to 407, two units on the aft R.H. side at approximately sta 1216 to 1323, one unit on the aft L.H. side at approximately 1242 to 1262, one unit on the aft L.H. side at approximately sta 1301 to 1322."

Page 89a, PLANVIEW BUFFETS - RIGHT HAND SIDE:

Revise above drawing to reflect effects of this change and change title to PLAN VIEW-BUFFETS:

Page 91, Paragraph 3.19.2.3 COAT STOWAGE:

Revise paragraph to read as follows:

"There shall be coat stowage compartments located as follows: One fwd of the fwd entrance door L.H. side, one aft of the fwd lavatories R.H. side, and one at approximately sta 1210 to 1242 L.H. side as shown on illustration.

Page A-1, APPENDIX I-A CUSTOMER FURNISHED-CONVAIR INSTALLED FURNISHINGS:

Revise buffet call out

<u>From:</u>	4 Buffet	1300 lb
<u>To:-</u>	6 Buffet (Incl (2) Stewardess Seats)	1320 lbs.

Page A-15, APPENDIX I-C CONVAIR FURNISHED-CONVAIR INSTALLED FURNISHINGS:

Revise seat call outs as follows:

<u>From:</u>	"3 Seat Stewardess (including fabric belt and harness)"
	"2 Double Seats (economy class L.H.)"
<u>To:</u>	"1 Seat Stewardess (Including Fabric Belt and Harness)"
	"1 Double Seat (Economy Class) L.H."

APPENDIX II OPTIONAL ARRANGEMENTS:

SIESTA AND ECONOMY INTERIOR ARRANGEMENT
ALL FIRST CLASS INTERIOR ARRANGEMENT
COACH INTERIOR ARRANGEMENT

Revise the above illustrations to reflect the effects of this change.

Effect on Weight Empty:	+4.0 lbs.
Effect on Operating Weight Empty:	+2029.0 lbs.
Effect on Balance:	+1,995,802 in. lbs.
Effect on Performance:	None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,002 DTD _____

CHANGE NO: 4 MODEL: 30-6 (Convair "600")

TITLE: Specification Administrative Change (Specific positions for compartment partition)

ORIGIN: Convair initiated.

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL .

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:



ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Specific positions for compartment partition)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 108, Paragraph 3.20.1.9 AIR DISTRIBUTION:

Revise the last sentence as follows:

From: "It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 65 passengers and with the compartment partition located at any of the five positions shown on Page 110a."

To: "It shall be possible to maintain this differential under any normal flight condition with a maximum loading differential of 65 passengers and with the compartment partition located at any of the five positions noted below:

Stations:	697	to	715
	777	to	796
	851	to	870
	926	to	945
	1002	to	1021"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

C O N V A I R


A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-30-013 DATE: _____

CUSTOMER: Swissair Transport Co., Ltd. MCL 61,001 DTD _____

CHANGE NO. 3 MODEL: 30-6 (Convair "600")

TITLE <u>Specification Administrative Change (Definition of service inter-phone locations)</u>		
ORIGIN: <u>Convair initiated.</u>		
REASON FOR CHANGE: <u>To clarify the intent of the specification.</u>		
EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY <div style="text-align: center;">0</div>	OPER. WT. EMPTY <div style="text-align: center;">0</div>	<div style="text-align: center;">0</div> INCH LB.
EFFECT ON GUARANTEED PERFORMANCE: * <div style="text-align: center;">None</div>		
* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:		<div style="text-align: right;">  ENGINEERING APPROVAL </div>
LATEST DATE OF ACCEPTANCE:		AIRPLANES AFFECTED:
SPECIAL PROVISIONS:		EFFECT ON PRICE PER AIRPLANE: RECURRING: _____ NON-RECURRING: _____ TOTAL: _____

ACCEPTED: _____

BY _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Definition of service inter-phone locations)

Origin: Convair initiated.

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 80, Paragraph 3.17.2.3.4 SERVICE INTERPHONE:

Revise the second sentence as follows:

From: "An interphone station shall be provided at each of the following locations: Pilot compartment (centrally located), cabin attendants' stations, station at each engine nacelle, nose wheel well, main wheel wells, aft left hand lavatory, fuselage tail cone, in the hydraulic and air conditioning compartment and at the external electrical power receptacle."

To: "An interphone station shall be provided at each of the following locations: Pilot compartment (centrally located), cabin attendants' stations, station at each engine nacelle, nose wheel well, main wheel wells, aft left hand lavatory, fuselage tail cone, in the hydraulic compartment, the drinking water tank area and at the external electrical power receptacle."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

DATE:

SPEC NO.: ZD- 31-013

70123 Rev. 14 May 1959

CUSTOMER: Swissair Transport Co., Ltd

MCL 70110 7 May 1959
70084 DTD 17 March 1959

CHANGE NO. 2A

MODEL: 31-13

TITLE Relocate Panels on Forward and Aft Pedestal and Non-ARINC tracker, installation of

ORIGIN: Convair, Swissair Representatives meetings during 10-11 March 1959 and 4-8 May 1959

REASON FOR CHANGE: Customer Request

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+54.0 lbs.

+54.0 lbs

+16279

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

B. J. Simon

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED.

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Relocate panels on forward and aft pedestal and Non-ARINC tracker, installation of

Origin: Convair, Swissair Representatives meetings during 10-11 March 1959 and 4-8 May 1959

Request for Change: Customer Request:

Description of Change:

Page 72, Paragraph 3.17.1 EQUIPMENT:

Under Provisions for the following system shall be made:

Add the following item:

"Doppler computer Mark I"

Page 73, Paragraph 3.17.1 EQUIPMENT:

Change the following items under description:

From: "HF Communication Control (DUAL)
Radio Compass ADF Control (4)
Public Address (3)

To: "HF Communication Control (2)
Radio Compass ADF Control (2)
Public Address (2)
Public Address Sel-Cal (1)"

Add the following item:

"Single Doppler Computer Mark I"

Page 73, Paragraph 3.17.1.1 CONTROL PANELS:

Under Provision for the following control panels shall be made:

Add the following item:

"Doppler Computer, Mark I."

Change the following items:

From: "Space provisions for the following system shall be made:
Doppler Navigation Control"

To: "Space Provision for the following control panels shall be made:

Doppler Navigation Control (2nd)

Page 83, Paragraph 3.17.4.3.1 CONTROL:

Change the paragraph to read as follows:

"Provisions shall be made for the installation of one doppler radar control panel and space provisions for a second at the pilot's overhead panel. Provisions shall be made in the forward pedestal for the installation of a doppler navigational computer panel."

Page 83, Paragraph 3.17.4.3 DOPPLER NAVIGATION (Provisions):

Change the first sentence to read as follows:

"Provisions for the installation of one tracker unit (1/2 ATR Long) in accordance with AIRINC Characteristic No. 540 and space provisions for a second equipment of the same size shall be made in the radio rack."

Page 84, Paragraph 3.17.4.3.1 CONTROL:

Delete the last sentence in the paragraph

Page 84 add the following new paragraphs:

"3.17.4.4 DOPPLER COMPUTER MARK I: Provisions shall be made in the radio rack for the installation of one (1/2 ATR Short) computer unit in accordance with AIRINC characteristic No. 543".

"3.17.4.4.1 CONTROL: Provisions shall be made in the forward pilot's and copilot's pedestal for the installation of a doppler navigator computer panel".

"3.17.4.4.2 INDICATOR: Provisions shall be made in the pilot's instrument panel for the installation of a doppler navigator computer indicator".

Page A-11 APPENDIX I-C ELECTRONIC EQUIPMENT:

Change the following items under CONTROL PANELS:

<u>From:</u>	2	VHF Comm/VHF NAV (ILS DMET)	Gables	G-510V
	1	HF Comm (Dual)	Gables	
	1	Weather Radar	Gables	G-553
	4	Radio Compass (ADF)	Collins	614L-5
	5	Audio Selector Panel	Gables	G-551
	1	ATC Transponder Beacon (Dual)	Gables	G-554
	3	Public Address Panel		
 <u>To:</u>	2	VHF Comm/ VHF NAV. (ILS DMET)	Gables	G-609V
	2	HF Comm.	Gables	G-607V-1
	1	Weather Radar	Gables	G-647
	2	Radio Compass (ADF)	Gables	G-620
	5	Audio Selector Panel	Gables	G-605
	1	ATC Transponder Beacon (Dual)	Gables	G-764V
	1	Public Address Panel (Fwd)	Gables	G-816
	1	Public Address Panel (Aft)	Gables	G-815
	1	Public Address Sel Cal	Gables	G-606

The following illustrations shall be revised to show the effects of the above changes.

Page 45b PILOT'S AND COPILOT'S PEDESTAL

Page 46c PILOT'S AND COPILOT'S OVERHEAD CONTROL PANEL

Effect on Weight Empty:	+54.0 lbs.
Effect on Balance:	+16279 in. lbs.
Effect on Performance:	None

File

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD-31-013

DATE: _____

CUSTOMER Swiss Air Transport Co., Ltd.

MCL 70,002 DTD 24 February

CHANGE NO: 1

MODEL 31-13

TITLE Single Loop, A-C Fenwal Fire Detector System, Installation of

ORIGIN. Convair initiated.

REASON FOR CHANGE: To reduce weight.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY -26.0 lb	OPER. WT. EMPTY -26.0 lb	-21,243 INCH

EFFECT ON GUARANTEED PERFORMANCE. *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Bf Simons
ENGINEERING APPROV. *gt*

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP

BY: _____

DATE: _____

Title: Single Loop, A-C Fenwal Fire Detector System, Installation of

Origin: Convair initiated.

Reason for Change: To reduce weight.

Description of Change:

Page 96, Paragraph 3.19.4.2.1 GENERAL:

Revise the first sentence as follows:

From: "DC operated, resetting, dual circuit continuous type fire detectors shall be installed in the pods, the engine compressor-accessory section, the engine burner and the turbine section."

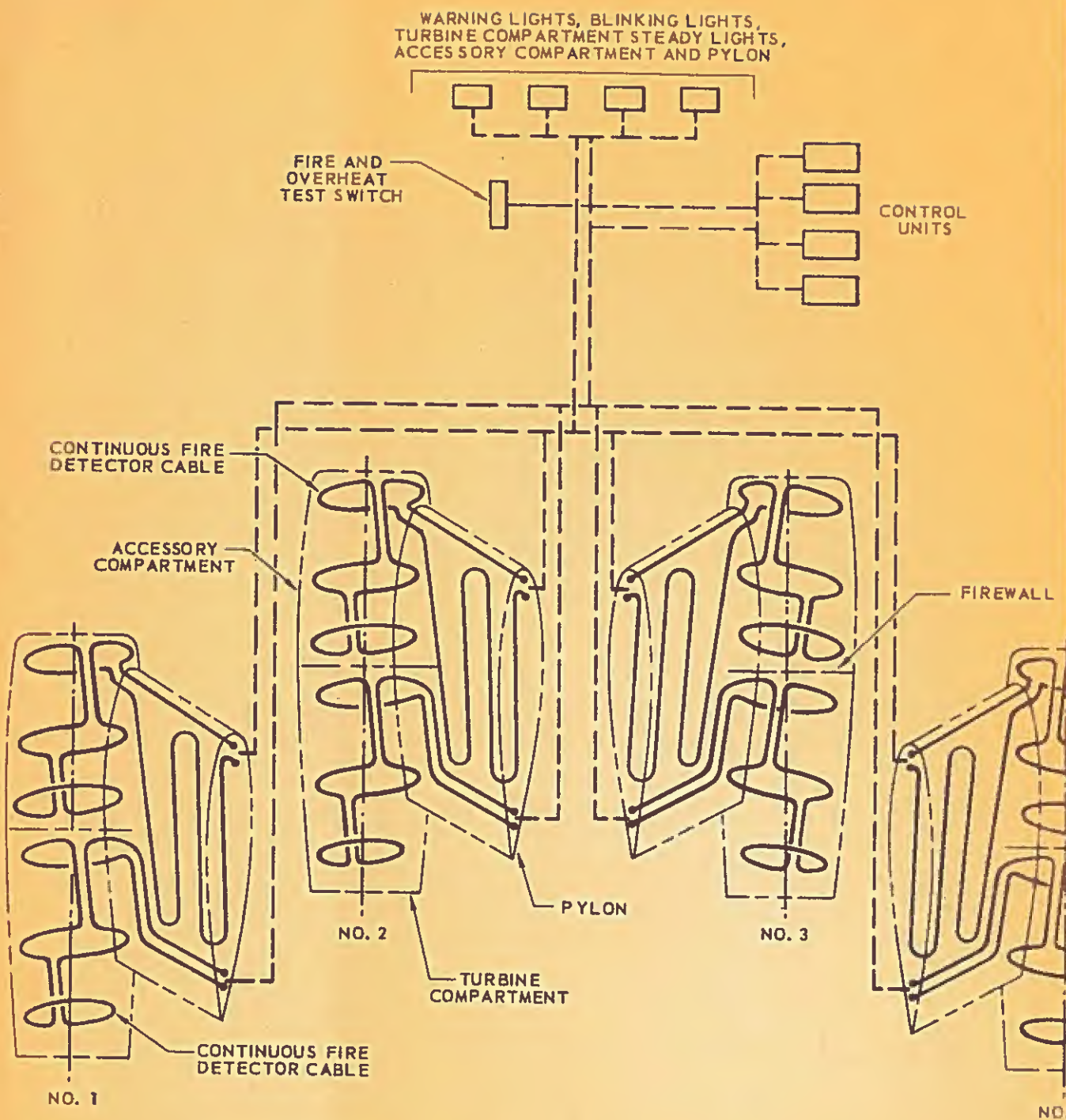
To: "Single loop, A-C operating, discrete sensing, continuous type fire detectors shall be installed in the pylons and pods including the engine compressor-accessory section and the engine burner and turbine section."

Page 96a FIRE DETECTION SYSTEM - ENGINE PODS:

Above illustration will be revised to show a single loop fire detector system in lieu of a dual-type (see Enclosure (A)).

Enclosure: (A) One copy of illustration - FIRE DETECTOR SYSTEM, ENGINE PODS AND PYLONS (for information only)

Effect on Weight Empty: -26.0 pounds
Effect on Balance: -21,243 inch-pounds
Effect on Performance: None



5089 2-24-59

FIRE DETECTOR SYSTEM
ENGINE PODS AND PYLONS